

Double
PAYLOADS *and* **PROFITS**

With

TIMKEN
6 Wheel
Conversion Unit

FOR YOUR



CHEVROLET



Truck



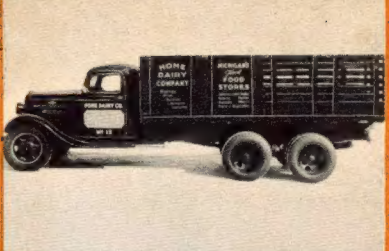
DUMP WORK



FARMING



GAS AND OIL



DAIRY

THE TRUCK OF ALL TRADES

A Complete 6 WHEEL CONVERSION UNIT



Designed and Built by TIMKEN to Increase Earning Power
of CHEVROLET TRUCKS . . . Permits Heavier Payloads
Lowers Operating Costs . . . Lowers Original Equipment Costs

The payload your 4-wheel truck can carry is limited by the load-carrying capacity of the front and rear axles.

Overload these axles and the result is liable to be costly breakage of axle parts . . . premature failure of tires and other expensive units.

By the addition of a third load-carrying axle and a minimum extension in overall length, the Timken 6-Wheel Conversion Unit raises the payload capacity of Chevrolet 1½ ton trucks to the equal of expensive heavy-duty vehicles.

Equipped with this unit . . . your 4-wheel truck can haul larger loads . . . safely and profitably without borrowing from the future.

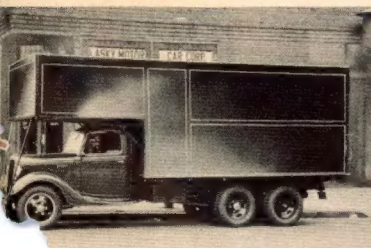
Proved by thousands of tests in actual use . . . the Timken 6-Wheel Conversion Unit is adaptable to all kinds of work. It has been developed as the result of thorough field tests which have definitely proven that the only practical and efficient way to add a third load-carrying axle is to incorporate it as a complete conversion unit so designed that it becomes an integral part of the truck chassis.

CHASSIS and weight, 5400
Complete as shown
10-ply dual
7.00/20 front

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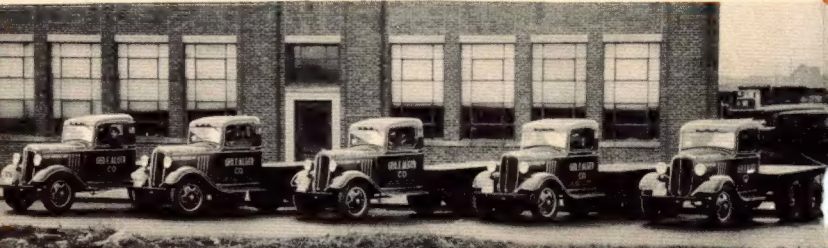
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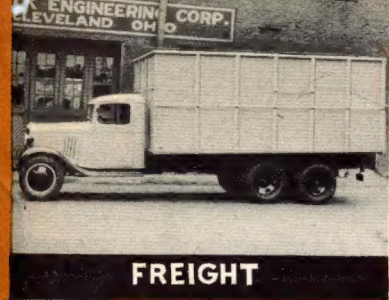
WAREHOUSE



GROCERY



TRUCKING



FREIGHT



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tires.

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TIMKEN SUPPLEMENTAL FRAME RAILS

a full depth section—7½"x3"x¼"
for the entire length and extend 15"
under the cab. These frame rails are
not just a re-inforcement . . . but actual-
ly a strengthening member to the truck.



TIMKEN TUBULAR TRAILER AXLE

—The famous Timken Tubular Trailer Axle . . . Accepted Standard for trailer use . . . provides greatest axle strength and rigidity with least weight.

TIMKEN "FULL-FLOATING SPRING" SUSPENSION

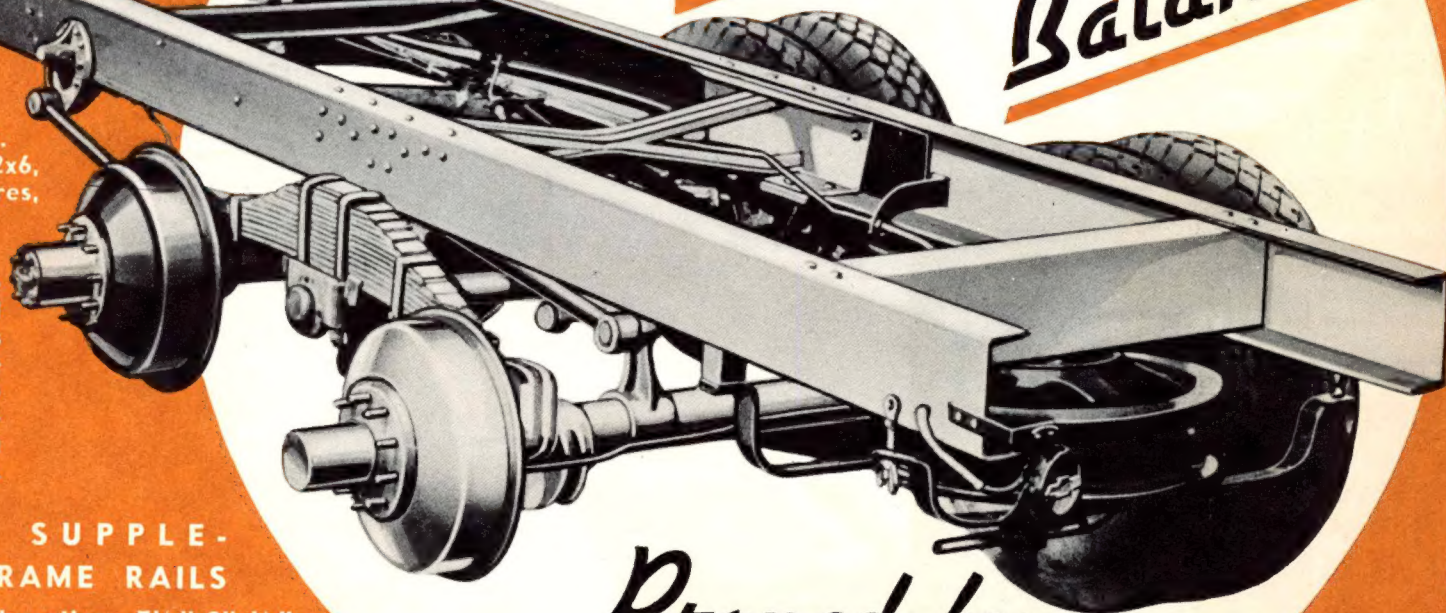
Divides the rear-end load 53% on the driving axle and 47% on the trailing axle . . . springs oscillate at center on rigid pivot member and ride at ends on hardened steel plates welded to axle housings. This complete flexibility of spring suspension insures a smoother ride for perishable cargoes, because the frame lift is only half the wheel lift. Springs are not subjected to twisting strains due to the rise and fall of rear wheels.



TIMKEN "PARALLEL TORQUE ROD"



Improved Engineering Balance



Proved by THOUSANDS OF TESTS

The Timken rigid member provides extra strength for the frame rails . . . pre-stressed frame rails at point of

TIMKEN "EASY PIVOT" SPRING



The spring seat rides on opposed Timken roller bearings and oscillates on the center member extending across the frame. It features the same design as used in mounting hubs on Timken "full-floating" axles. Rear spring is clamped in a milled slot on spring seat, no shackles or pins to wear out.

Packed with wheel bearing lubricant.

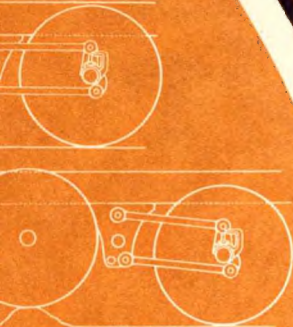


PACKING

**TIMKEN
AXLES**



SYSTEM"



...s the trailing axle in
...er alignment and resists
...endency of the axle to
...ver during braking.



...ushioned against shock loads
...y spherical rubber bushings,
...ese tubular torque rods are
...ee to twist with the rise and
...ll of the trailing wheels on
...e road. No lubrication re-
...quired.

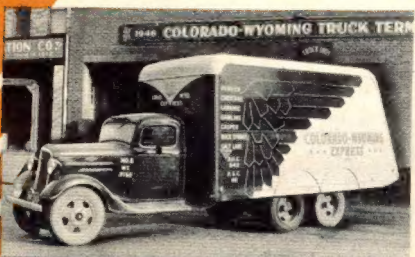
**TIMKEN RIGID
CROSS-BRACE**



...ross-brace mem-
...length between
...nts twisting of
...ring support.



EAT
...pered
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CREAMERIES



Comparte

THESE EXCLUSIVE FEATURES BEFORE YOU BUY . . .

SIMPLIFIED DESIGN . . . makes this unit easy to install . . . insures permanent, trouble-free performance.

STURDY CONSTRUCTION . . . Full-depth section frame extension . . . made to Timken design by original equipment frame builders . . . provides an ample margin of strength for hauling heavier, more bulky loads.

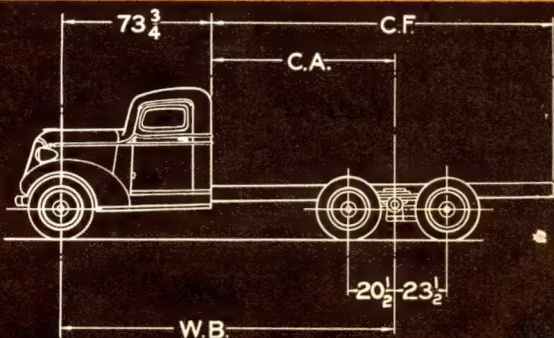
PROPERLY PROPORTIONED . . . All parts are correctly balanced and engineered to assure most efficient operating performance from the Chevrolet power plant.

NO TRANSFER OF WEIGHT due to driving or braking torque, from one axle to the other. Both axles remain on the road at all times . . . no loss of traction . . . uniform braking . . . uniform tire wear.

6 WHEEL HYDRAULIC BRAKES— Original Chevrolet hydraulic brakes are used on the front axle and driving axle—complete hydraulic brakes and separate master cylinder for trailing axle are furnished by Timken . . . emergency brake hook-up is not disturbed.

NO LUBRICATION REQUIRED . . . Neither the torque rods, spring suspension, nor any other part except the spring seat, require lubrication.

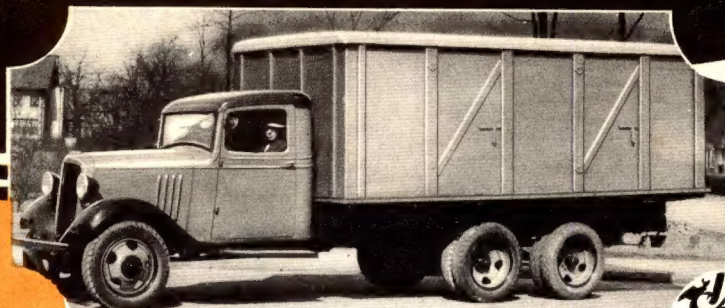
Information for Body Builder



| ORIGINAL WHEEL BASE | W.B. | C.F. | C.A. | RECOMMENDED BODY LENGTH |
|------------------------|-------------------|-------------------|-------------------|----------------------------|
| 131 $\frac{1}{2}$ | 151 $\frac{1}{2}$ | 147 $\frac{3}{4}$ | 77 $\frac{3}{4}$ | 12 FT. |
| 157 | 177 $\frac{1}{2}$ | 173 $\frac{3}{4}$ | 103 $\frac{3}{4}$ | 16 FT. |

BUILT BY THE WORLD'S LARGEST BUILDER OF AXLES
FOR TRUCKS, TRAILERS AND BUSES

The Name **TIMKEN** *is your guarantee for*
QUALITY • DESIGN • MATERIALS AND WORKMANSHIP



SAM STREETMAN, Jr., Sec'y-Treas.

e Pres.

COMPANY



P.O. BOX 56
PHONE W-2171

HOUSTON, TEXAS

★ HERE'S
WHAT ONE
TRUCK OPERATOR
WRITES ABOUT THE
**TIMKEN 6-WHEEL
CONVERSION
UNIT**

**TAKE FULL ADVANTAGE
of TIMKEN'S 6-WHEELER by
using the TIMKEN 2-SPEED
Double Reduction Drive**

Use of Timken's new 6-Wheel Conversion Unit in combination with the Timken 2-Speed Double Reduction Drive assures you the utmost in truck operating speed, efficiency, and profits from your present 4-wheel trucks. The book "2-Speed Axles," tells the whole story.



Transportation Equipment Co.
Houston, Texas

Gentlemen:

September 23, 1936.

We installed the Timken Tandem units about two years ago and wish to state we are more than pleased with the service they have rendered.

The ones we installed at that time have traveled more than 200,000 miles and are still in use. We find they do not wear tires as other types of tandems do, they are easy on the tractor, and the upkeep costs are even below the minimum. We have heavy refrigerated bodies on these tandems, operate cheaper than a semi-trailer.

We do not hesitate to recommend this type of tandem to any one as it is the most economical unit we have experienced.

Yours truly,

L. M. Robertson
L. M. Robertson.
Supt. Transportation.

The Key to Fast Motor Transportation

Manufactured by
THE TIMKEN-DETROIT AXLE COMPANY, DETROIT, MICH.

DISTRIBUTED BY

WATSON AUTOMOTIVE EQUIPMENT

BALTIMORE
1200 WICOMICO ST. (at Ostend)
GILMOR 1300

WASHINGTON
1042 WISCONSIN AVE., N.W.
WEST 1300